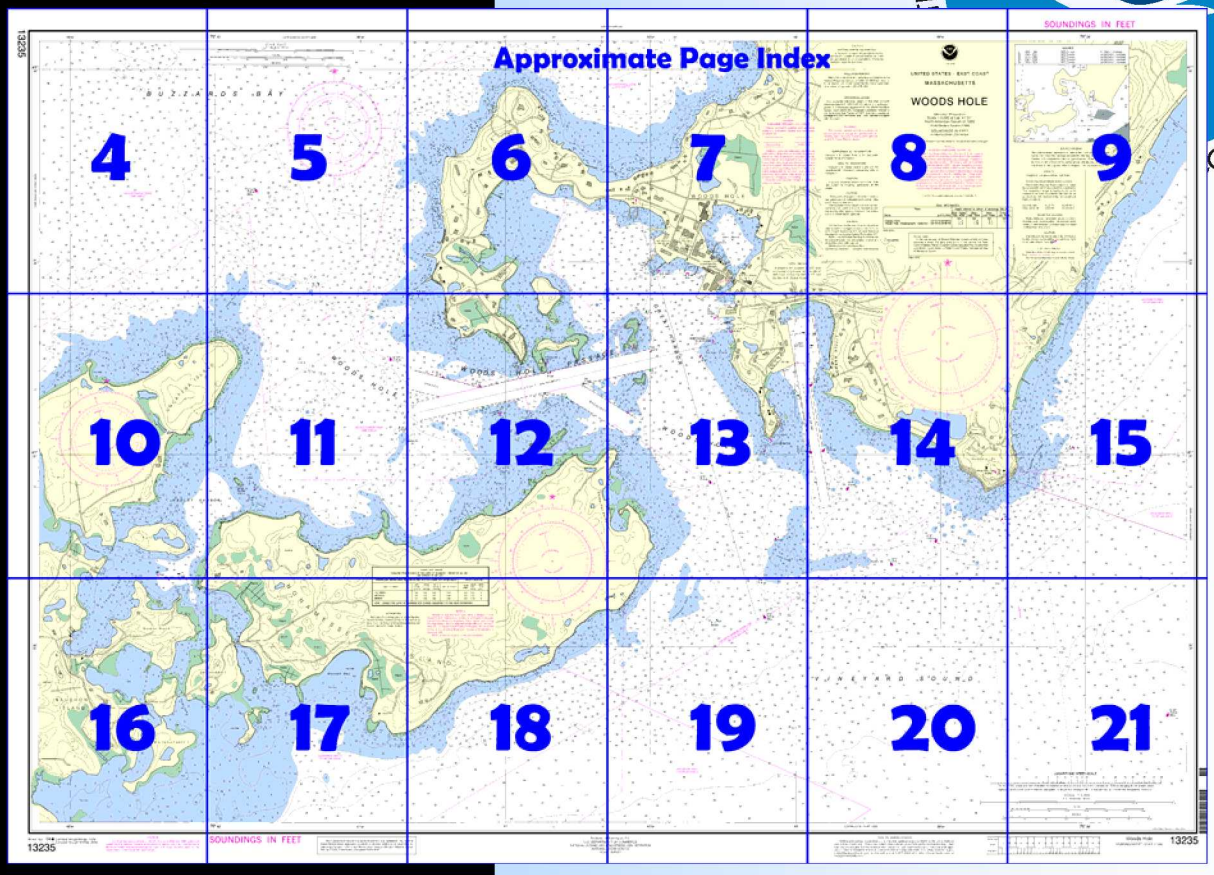
BookletChart™

Woods Hole

(NOAA Chart 13235)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

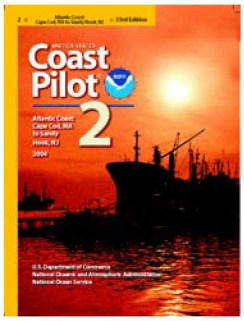
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 5 excerpts]

(59) Woods Hole Passage, a dredged section through the northern part of Woods Hole, connects Vineyard Sound and Great Harbor with Buzzards Bay, and consists of **The Strait** and a spur channel known as the **Branch,** at the western end of The Strait, and **Broadway**, the southerly entrance to The Strait from Vineyard Sound. In August 1989, the controlling depths were 13 feet in The Strait, except for shoaling to 11 feet near the north edge of the channel between Buoys 2 and 6, 12 feet (13 feet at midchannel) in the Branch, and 11 feet in Broadway. The northerly entrance from Great Harbor into The Strait is preferred over Broadway with its sharp turn, which is difficult in strong currents, especially for low-powered vessels and vessels under sail.

(60) The passage through Woods Hole, between numerous ledges and shoals, is marked by navigational aids. However, tidal currents are so strong that the passage is difficult and dangerous without some local knowledge. Buoys in the narrowest part of the channel sometimes are towed under, and a stranger should attempt passage only at slack water.

(61) The entrance to **Great Harbor** from Vineyard Sound, between Great Ledge and Nonamesset Shoal, has depths of over 18 feet. A **344°** lighted entrance range leads into the harbor from Vineyard Sound to the wharves at Woods Hole in Great Harbor. A lighted bell buoy marks the entrance and lighted and unlighted buoys mark the channel. When entering on the range, mariners should guard against the current from Buzzards Bay, which has a tendency to set vessels eastward.

(62) The deepest draft using the passage is 11 feet. These channels are marked by buoys and lights, but extreme caution and slack water are required to safely navigate them with drafts greater than 8 feet. Mariners entering from Buzzards Bay should keep in mind that the buoys are colored and marked for passage from Vineyard Sound to Buzzards Bay.

(63) An anchorage about 0.2 mile square, with poor holding ground and irregular depths ranging from 20 to 60 feet, is at the head of Great Harbor. Shoals covered 5 to 9 feet are northwest of the anchorage. Good anchorage in depths of 30 to 48 feet is also available about 200 yards northwest of the National Marine Fisheries Service's wharf. Small craft can find good anchorage in Little Harbor and Hadley Harbor.

(64) Numerous ledges and shoals border the channel through Woods Hole. **Great Ledge 1**, an extensive rocky shoal awash at low water with a full northwest gale, lies between the entrances to Little and Great Harbors; it is marked by a buoy. **Coffin Rock**, eastward of Great Ledge and covered 6 feet, is marked by a lighted buoy 120 yards eastward of it. **Nonamesset Shoal**, covered 11 feet, extends about 0.2 mile eastward from Nonamesset Island, at the entrance to Great Harbor. **Parker Flats** extend as much as 200 yards off the eastern shore of Great Harbor northward of Juniper Point. Most of these dangers are marked by buoys.

(65) Fringing the passage westward of Great Harbor are many other ledges and shoals. **Red Ledge,** grassy, and **Grassy Island,** with its surrounding ledge marked by a light, are on the western side of Great Harbor Channel. In 1997, a dangerous wreck was reported 250 yards north-northeastward of Grassy Island Ledge Light in about 41°31'24"N., 70°40'32"W. **Middle Ledge**, which uncovers 1 foot in places and is marked by buoys, is on the south side of The Strait. A ledge, awash at low water and marked by a light, is about 250 yards westward of Middle Ledge. **Hadley Rock**, covered 5 feet, is some 500 yards west-southwestward of the light west of Middle Ledge. A rocky shoal area extends more than 0.3 mile westward of **Penzance Point**, the southern extremity of **Penzance**, which is the curving peninsula sheltering the west and northwest sides of Great Harbor. Most of the dangers adjoining the passage channel are marked by navigational aids.

(68) The velocity of the current is about 3.5 knots in The Strait southward of Penzance Point. Both the velocity of the current and time of slack water are affected by strong winds. At the north entrance to Woods Hole in Buzzards Bay, the velocity of the tidal current is 0.8 knot, whereas at the eastern entrance to The Strait in Great Harbor, it is about 1.3 knots. In the upper part of Great Harbor, near the National Marine Fisheries Service's wharf, the currents are barely perceptible, and vessels at anchor lie head to wind.

(71) The ferry pier of the Woods Hole-Martha's Vineyard and Nantucket Steamship Authority is on the eastern side of Great Harbor. When a ferry is approaching in fog, a private fog signal is sounded, a private quick flashing white light is shown from the southwest corner of the pier, and a private quick flashing yellow light is shown from the southwest corner of the ferry slip. The ferry to Naushon Island lands at the service wharf about 60 yards north of the ferry pier. The buildings and wharf of the Woods Hole Oceanographic Institution are northwestward of the ferry pier. Northwestward of the Oceanographic Institution are the wharves of the Marine Biological Laboratory; the wharf, basin, and buildings of the National Marine Fisheries Service; the town pier; and several private buildings.

Table of Selected Chart Notes

Corrected through NM Apr. 10/04
Corrected through LNM Mar. 30/04

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:5,000 at Lat. 41°31'
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus: ——— — ——— —
Submerged piling may exist in these areas.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.55 MHz
Providence, RI	WXJ-39	162.40 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.393" northward and 1.889" eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

WOODS HOLE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 AND SURVEYS TO AUG 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THE STRAIT	13.0	11.4A	13.0B	7,8-07	300	0.69	13
BROADWAY	11.6	12.0	12.6	7,8-07	300	0.17	13
BRANCH	11.1	13.0	13.0	7,8-07	300	0.26	13

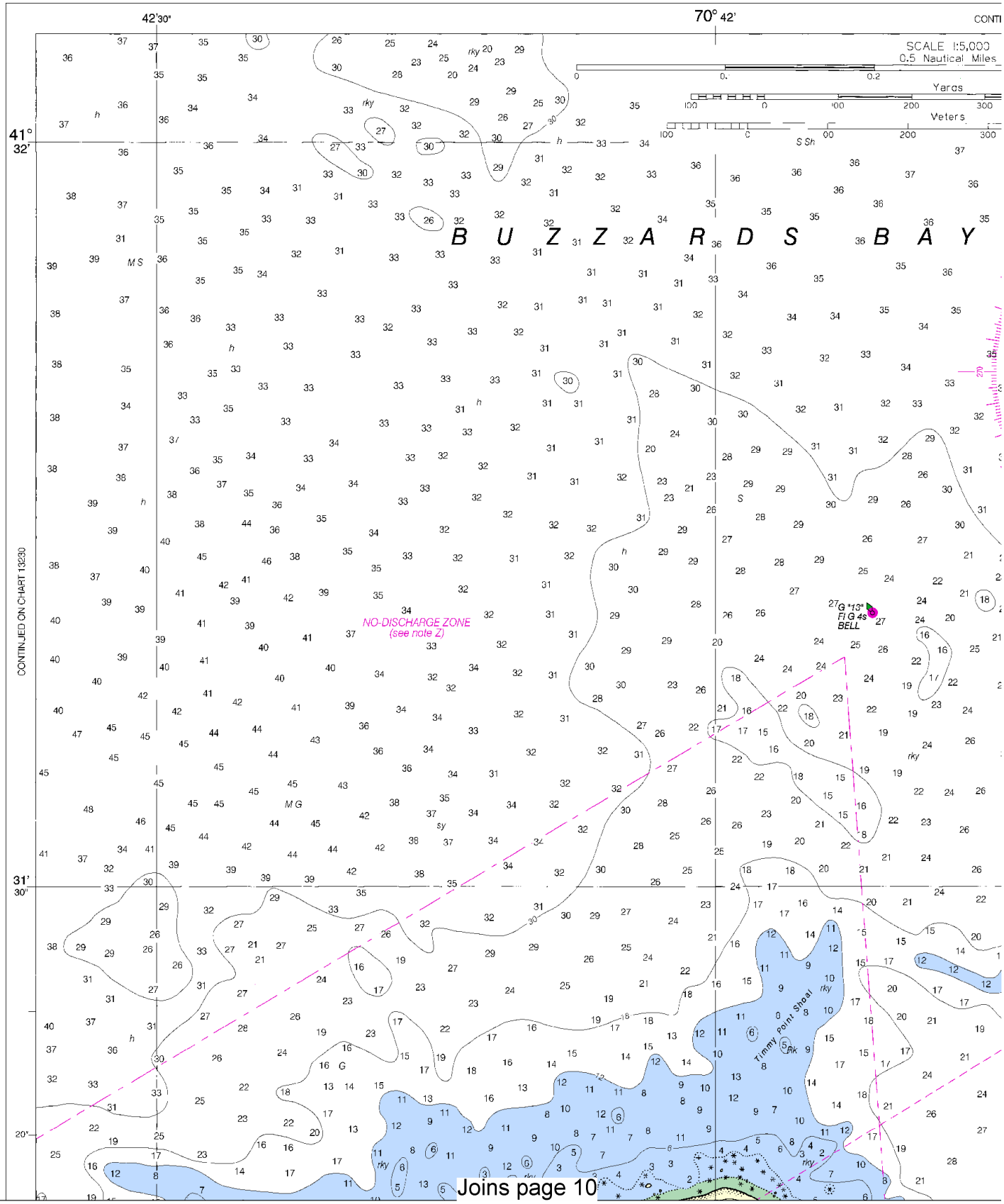
* ENTERING FROM BUZZARDS BAY
A. ISOLATED SHOAL LOCATED ABOUT 335 FEET UPSTREAM OF BUOY RN-6; 13.0 FEET AVAILABLE ELSEWHERE.
B. EXCEPT FOR SHOALING TO 12.7 FEET WITHIN 10 FEET OF CHANNEL LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Nobska Point	(41°31'N/70°39'W)	1.7	1.6	0.1	-3.0
Woods Hole, Oceanographic Institution	(41°31'N/70°40'W)	2.2	1.9	0.1	-.-

(Mar 2004)



North

Printed at reduced scale.

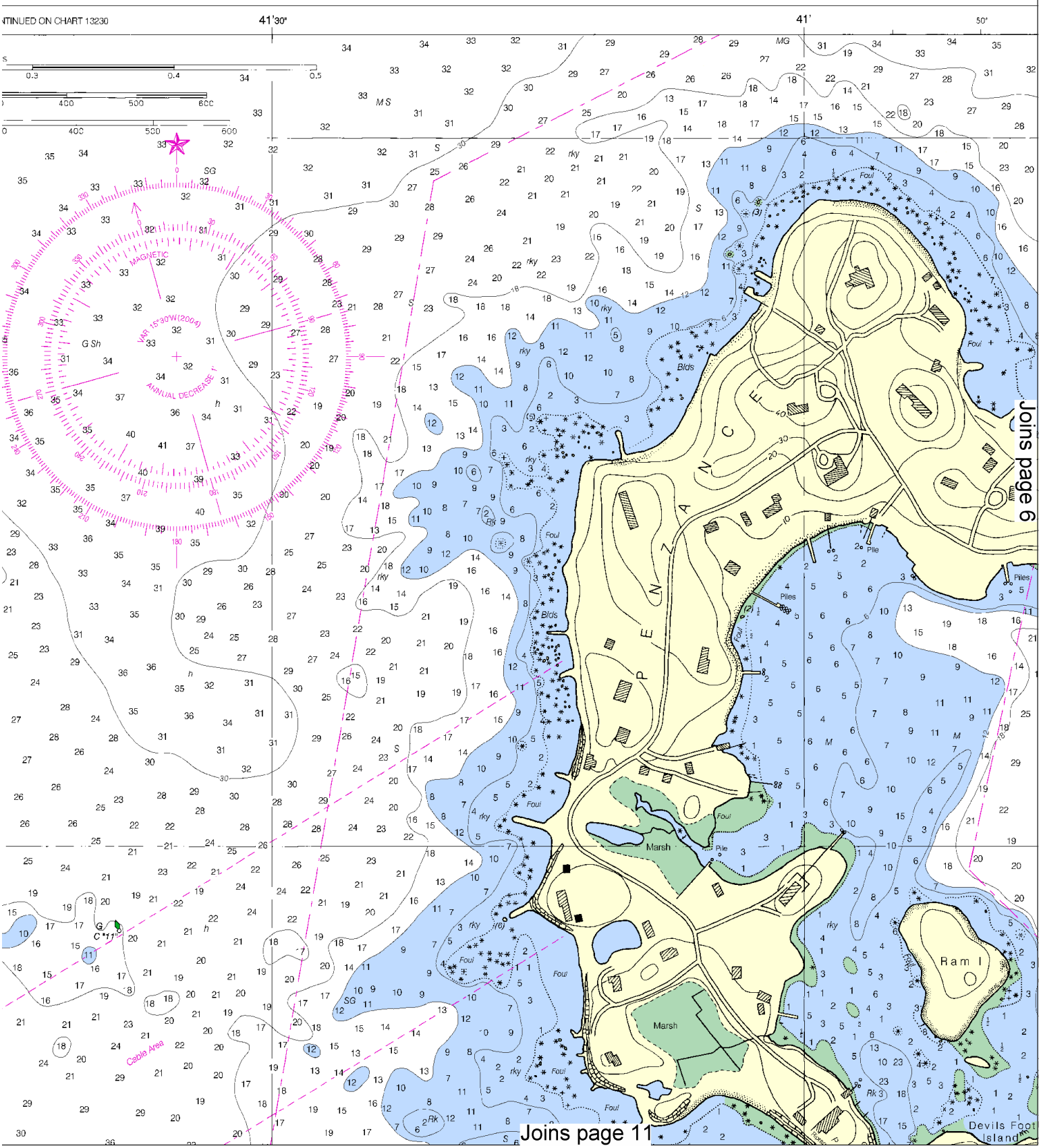
~~SCALE 1:5,000~~
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

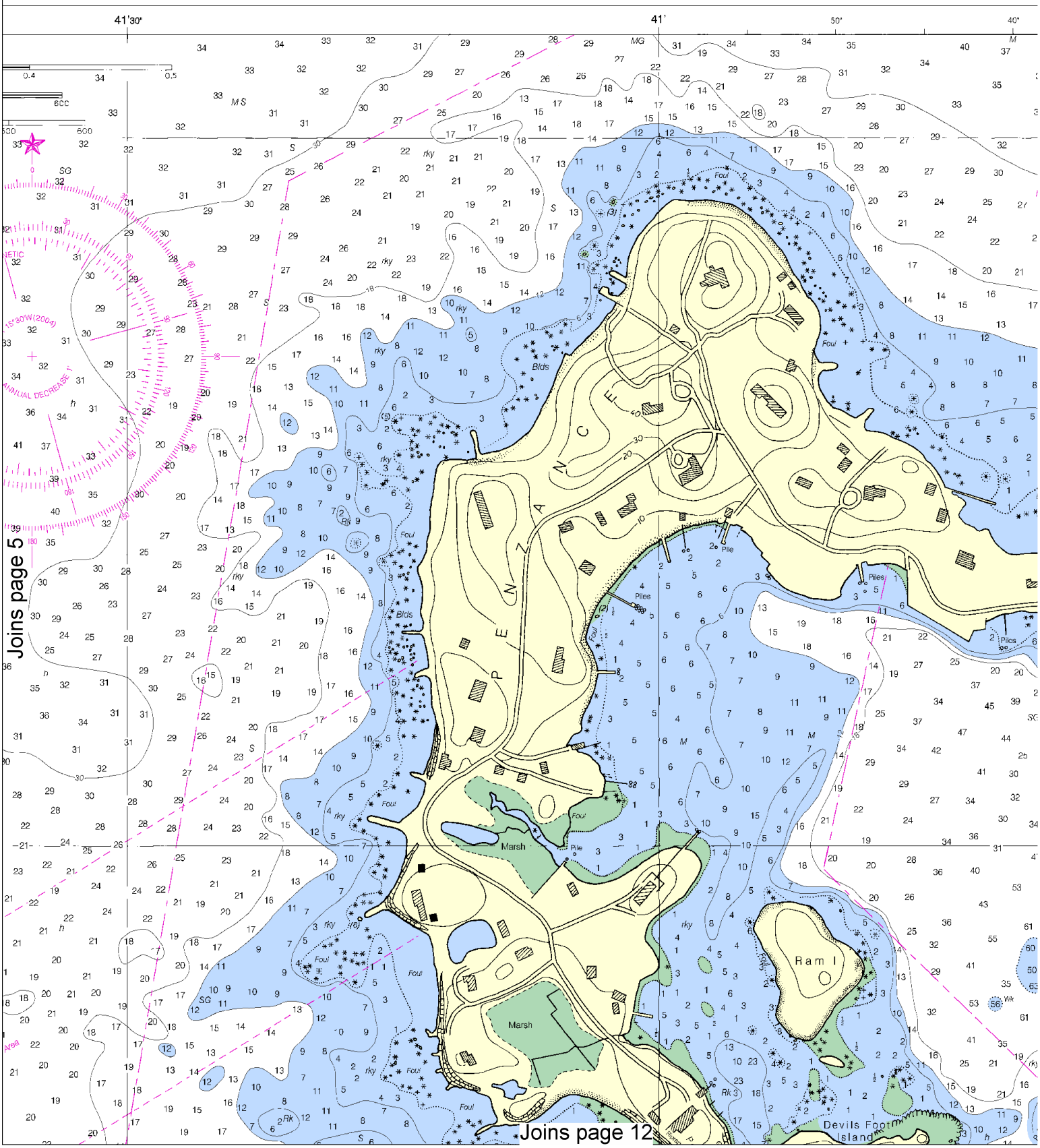
Yards

100 0 100 200 300 400 500 600

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:6667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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North

Printed at reduced scale.

SCALE 1:5,000

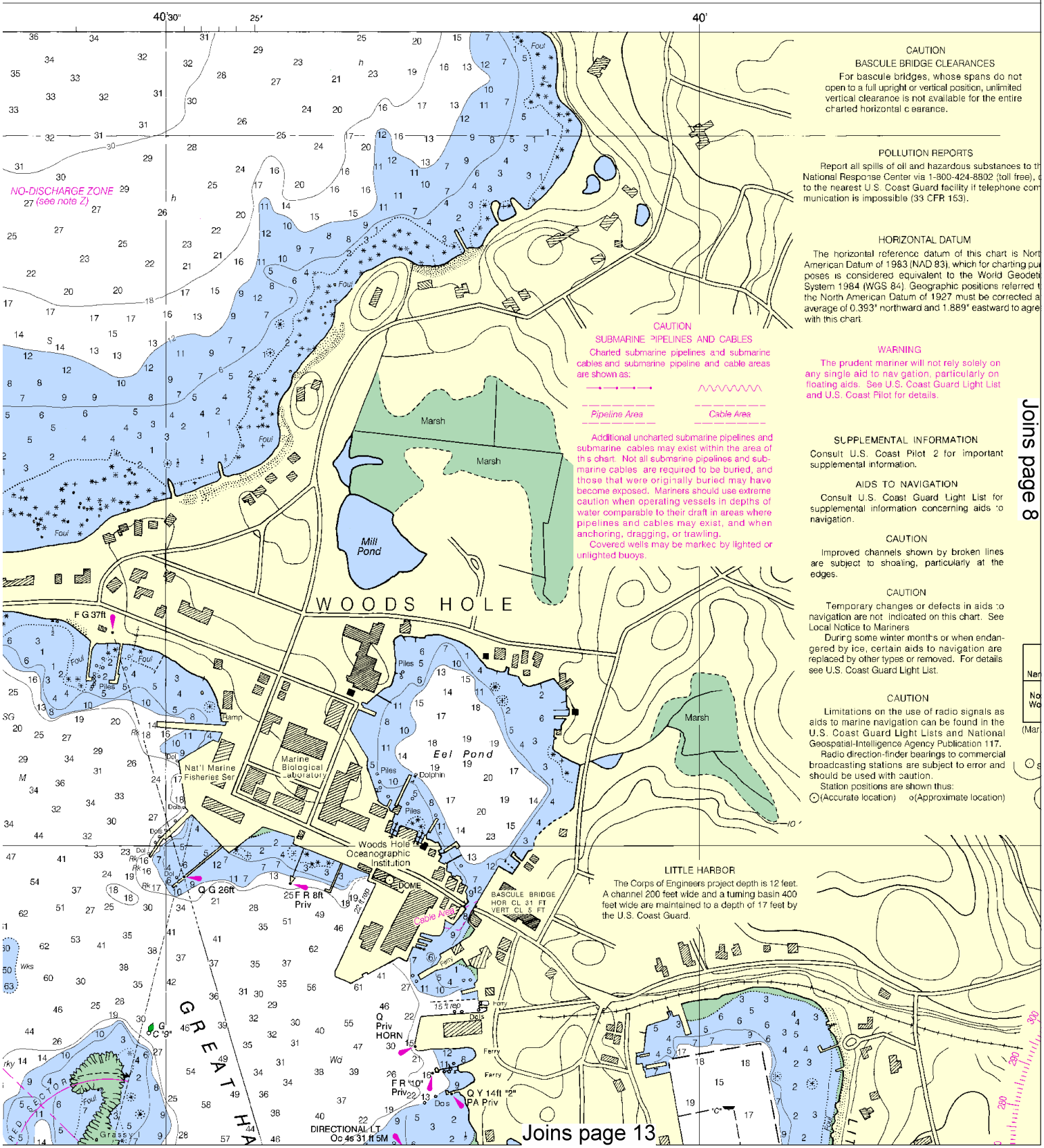
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.



CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal c earance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to th National Response Center via 1-800-424-8802 (toll free), o to the nearest U.S. Coast Guard facility if telephone com munication is impossible (33 CFR 153).

HORIZONTAL DATUM

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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of th s chart. Not all submarine pipelines and sub- marine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be markec by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to nav gation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

AIDS TO NAVIGATION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

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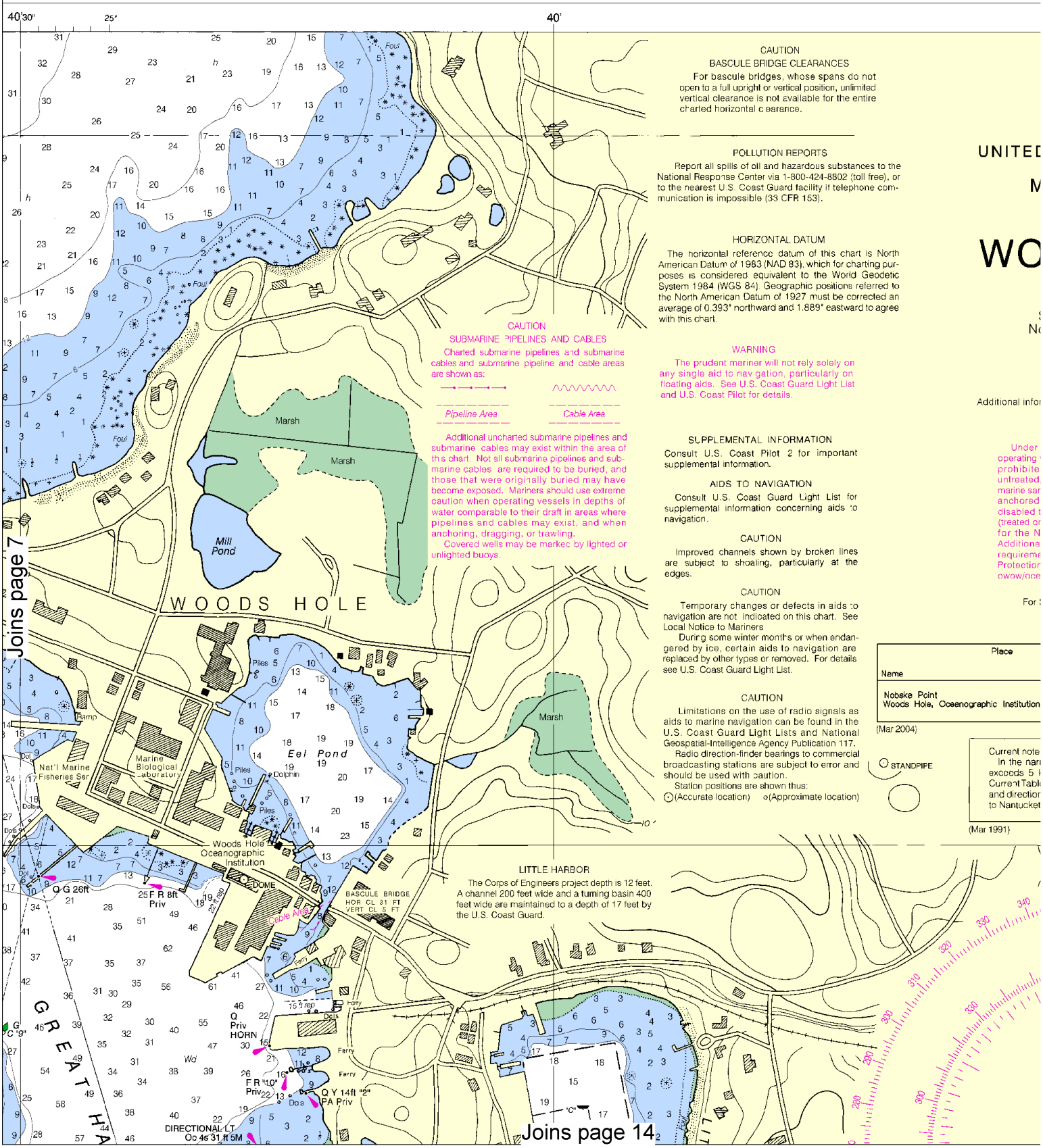
LITTLE HARBOR

The Corps of Engineers project depth is 12 feet. A channel 200 feet wide and a turning basin 400 feet wide are maintained to a depth of 17 feet by the U.S. Coast Guard.

Joins page 8

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.



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Name	
Nobska Point	Woods Hole, Oceanographic Institution

(Mar 2004)

⊙ STANDPIPE

Current note
In the nar
exceeds 5
Current Tabl
and direction
to Nantucket

(Mar 1991)

North

Printed at reduced scale. ~~SCALE 1:5,000~~

0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.

39°30"

70° 39'

COAST SURVEY

D STATES - EAST COAST

MASSACHUSETTS

ODS HOLE

Mercator Projection
Scale 1:5,000 at Lat. 41°31'
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

formation can be obtainec at nauticalcharts.noaa.gov.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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or Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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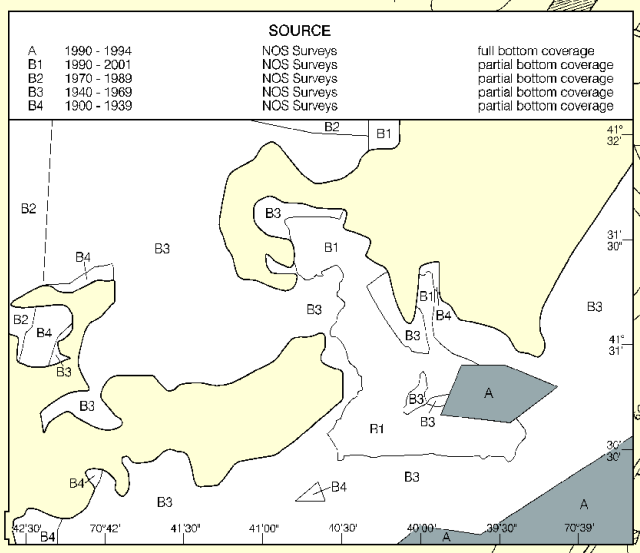
(41°31'N/70°39'W)	1.7	1.6	0.1	-3.0
on (41°31'N/70°40'W)	2.2	1.9	0.1	-.-

te -
arrow part of Woods Hole the current velocity at times 5 knots. For daily predictions of the current, the Tidal bles, Atlantic Coast should be consulted. Hourly velocities ions are shown on Tidal Current Charts, Narragansett Bay et Sound.

SOURCE

A	1990 - 1994	NOS Surveys	full bottom coverage
B1	1990 - 2001	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

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HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

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Providence, RI	WXJ-39	162.40 MHz

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

41° 32'

31' 30"

Sewer

Ramp

Con Rail

S Sh

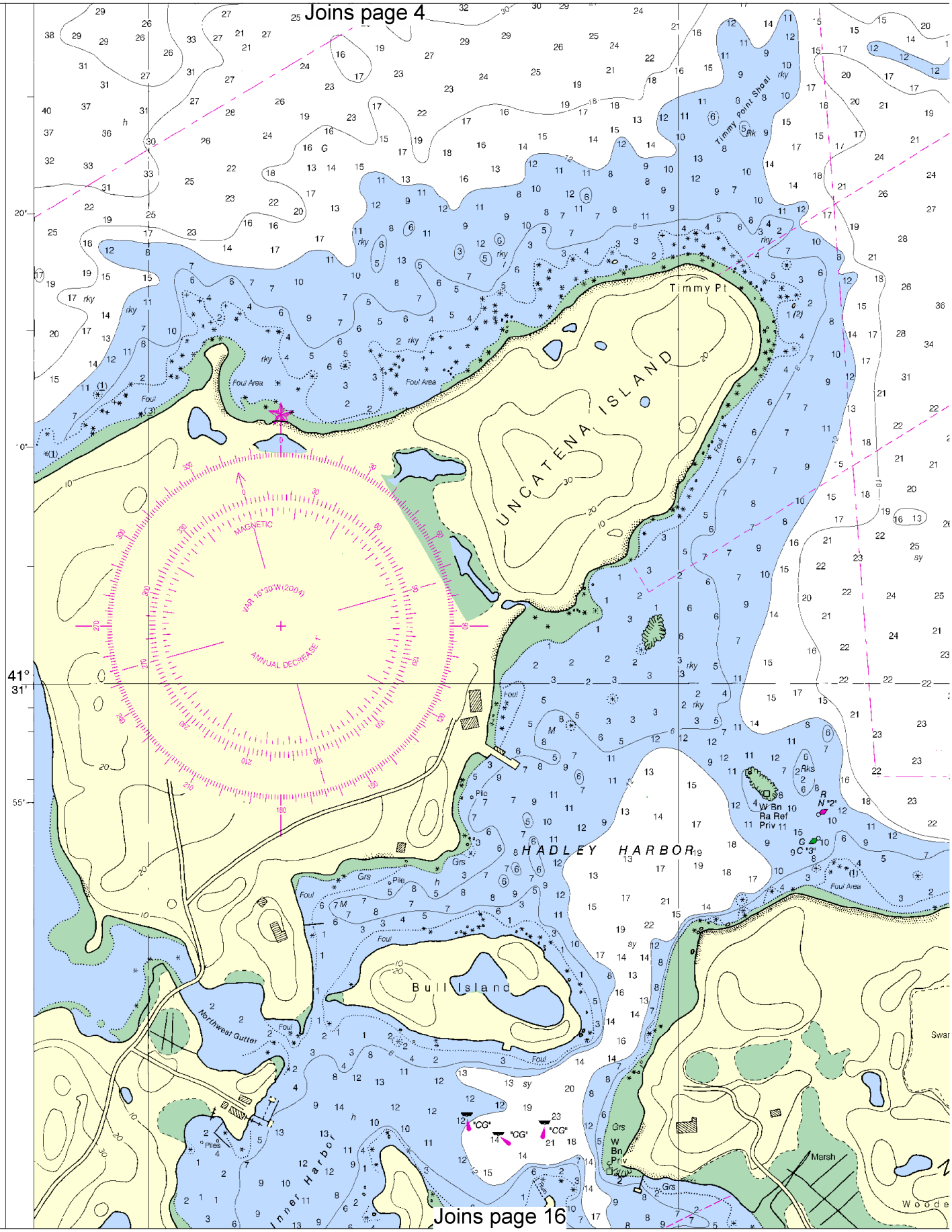
Foul Area

ANCHORAGE AREA 1
110.140 (see note A)

MAGNETIC

VAR 15°30'W (2004)

Joins page 15



10

North

Printed at reduced scale.

~~SCALE 1:5,000~~

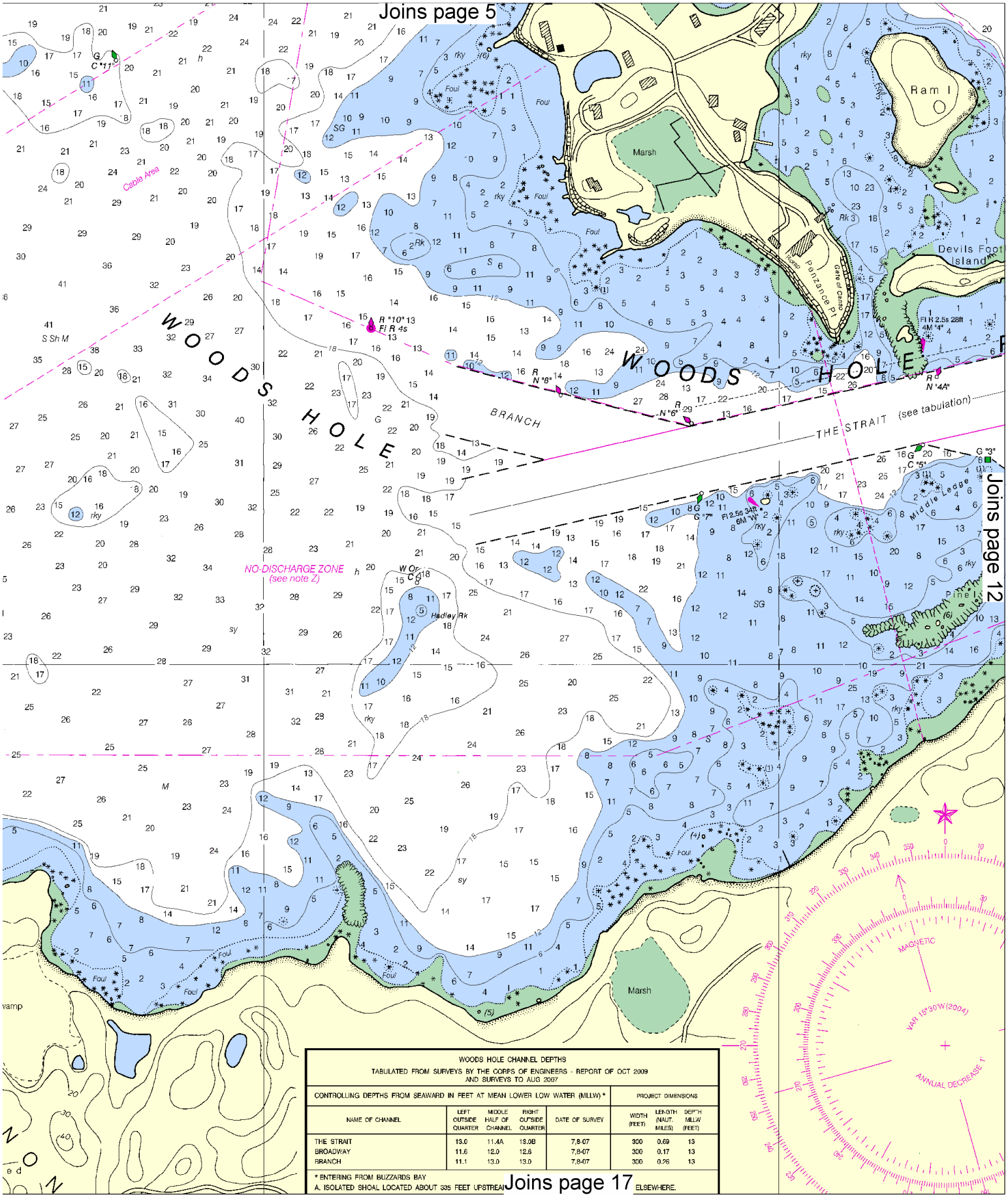
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

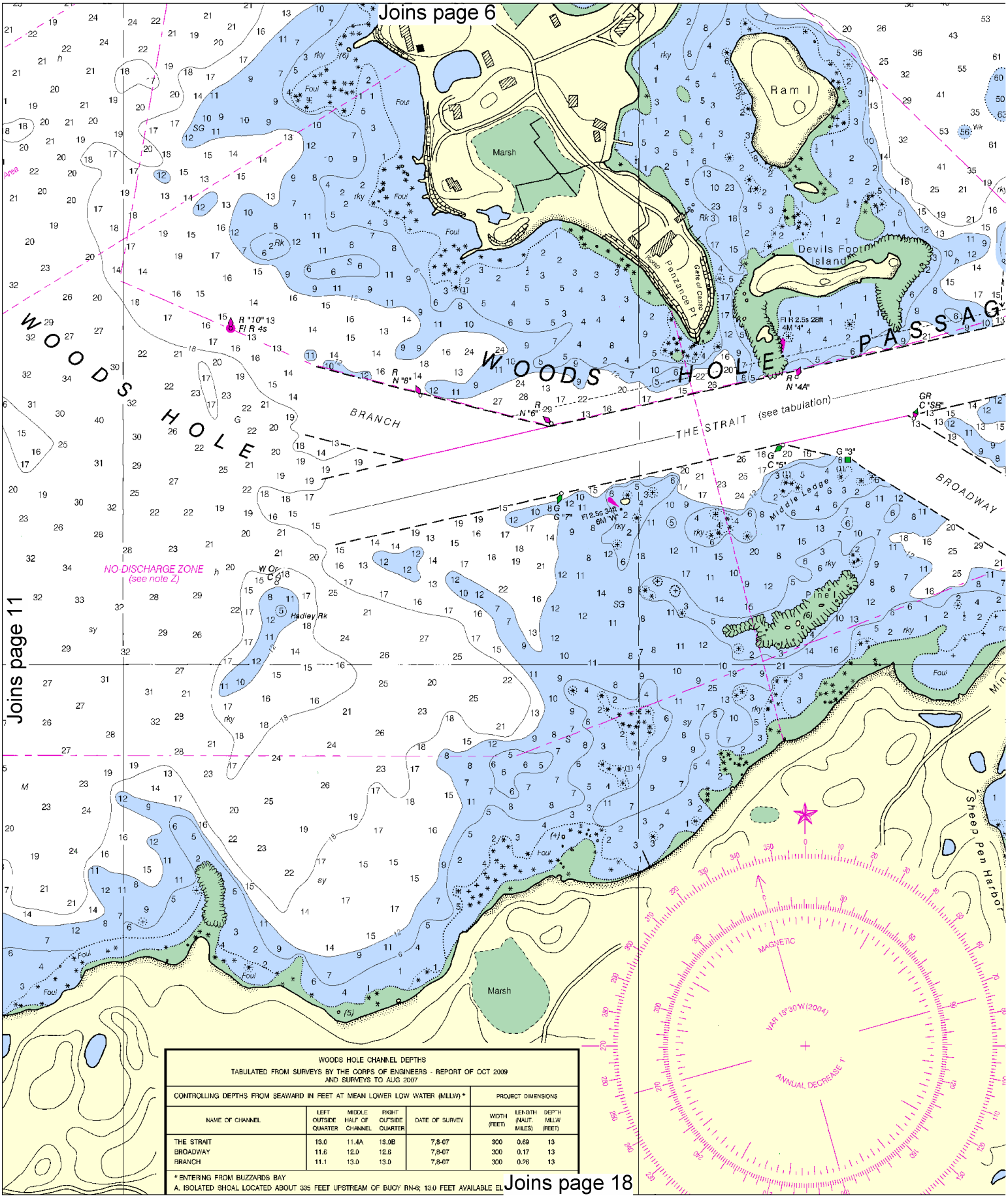
See Note on page 5.



WOODS HOLE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009
AND SURVEYS TO AUG 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THE STRAIT	13.0	11.4A	13.0B	7,8-07	300	0.69	13
BROADWAY	11.6	12.0	12.6	7,8-07	300	0.17	13
BRANCH	11.1	13.0	13.0	7,8-07	300	0.96	13

* ENTERING FROM BUZZARDS BAY
A. ISOLATED SHOAL LOCATED ABOUT 335 FEET UPSTREAM ELSEWHERE.



WOODS HOLE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 AND SURVEYS TO AUG 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THE STRAIT	13.0	11.4A	13.0B	7,8-07	300	0.69	13
BROADWAY	11.6	12.0	12.6	7,8-07	300	0.17	13
BRANCH	11.1	13.0	13.0	7,8-07	300	0.26	13

* ENTERING FROM BUZZARDS BAY

A. ISOLATED SHOAL LOCATED ABOUT 335 FEET UPSTREAM OF BUOY RN-6; 13.0 FEET AVAILABLE EL

North

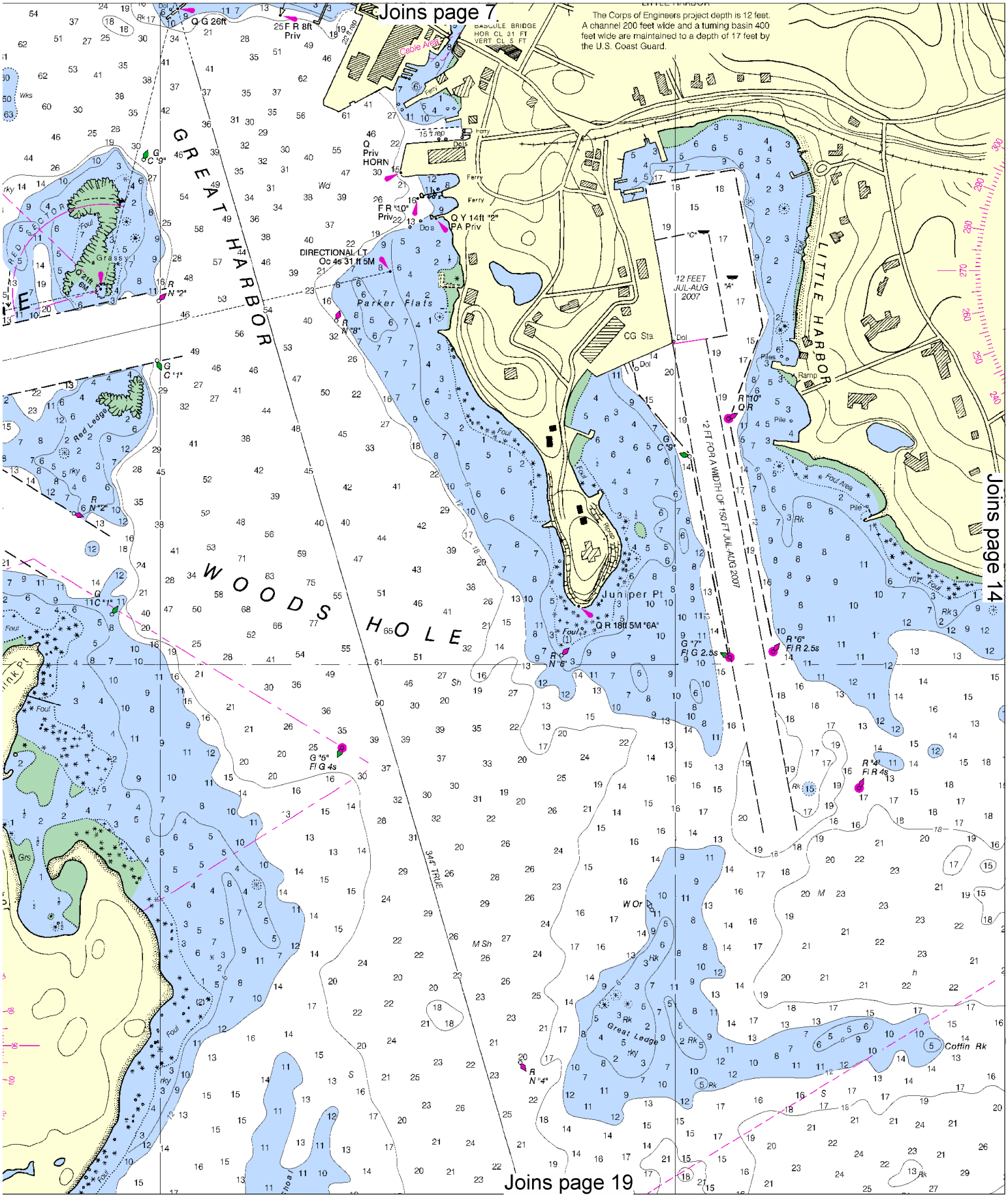
Printed at reduced scale. ~~SCALE 1:5,000~~ 0.5 Nautical Miles

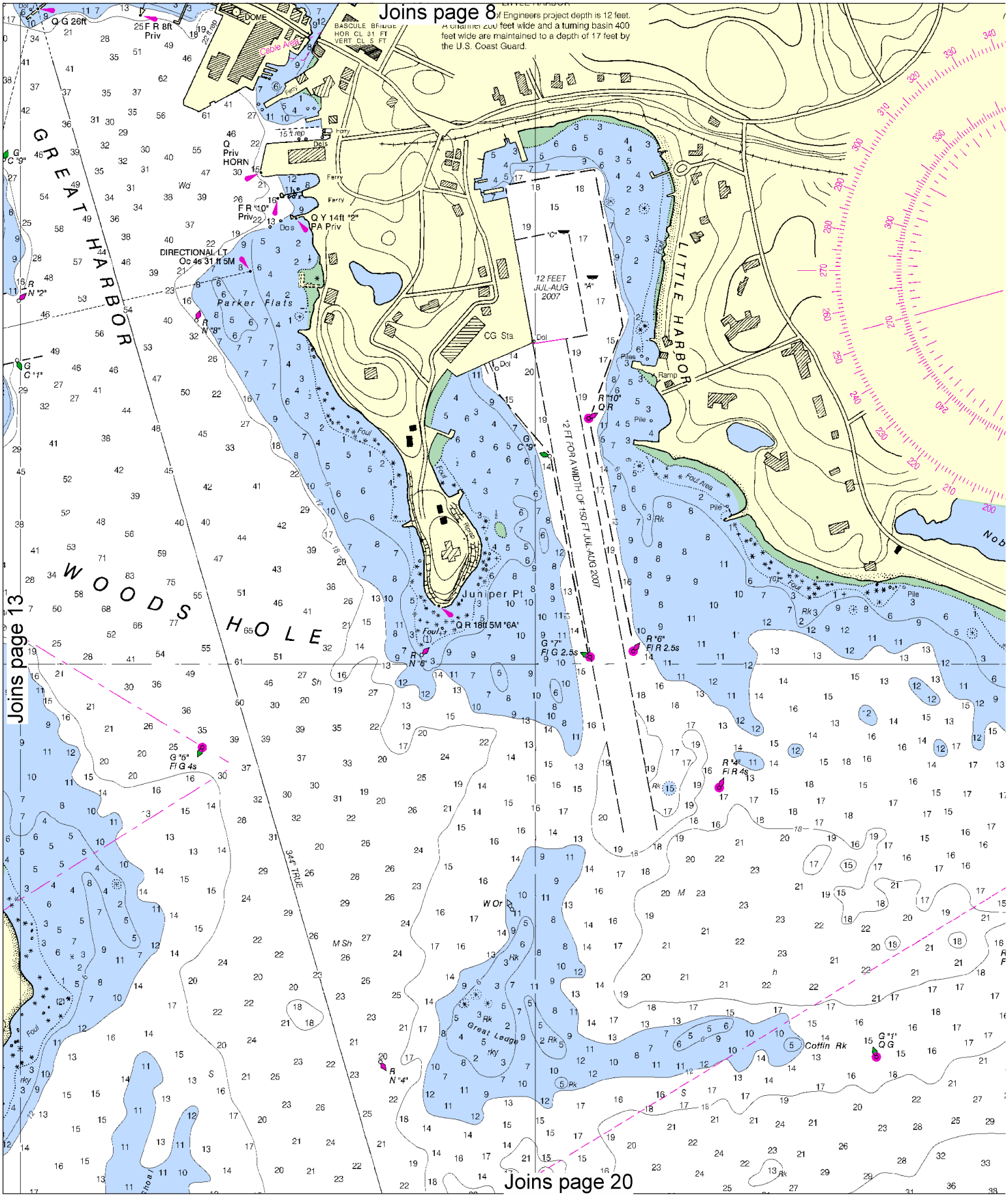
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.


Joins page 7
The Corps of Engineers project depth is 12 feet. A channel 200 feet wide and a turning basin 400 feet wide are maintained to a depth of 17 feet by the U.S. Coast Guard.
BASCULE BRIDGE
HOR CL 31 FT
VERT CL 5 FT
Cable Area
GREAT HARBOR
LITTLE HARBOR
WOODS HOLE
Parker Flats
Red Ledge
Juniper Pt
Great Ledge
Coffin Rk
CG Sta
12 FEET JUL-AUG 2007
12 FT FOR A WIDTH OF 150 FT JUL-AUG 2007
DIRECTIONAL LT Oc 4s 31 ft 5M
Q G 26ft
F R 8ft Priv
Q Priv HORN
F R "10" Priv
Q Y 14ft "2" PA Priv
R "10" QR
Q R 18ft 5M "6A"
G "7" Fl G 2.5s
R "6" Fl R 2.5s
G "5" Fl G 4s
R "4" Fl R 4s
344° TRUE
Joins page 14
Joins page 19



North

Printed at reduced scale.

~~SCALE 1:5,000~~

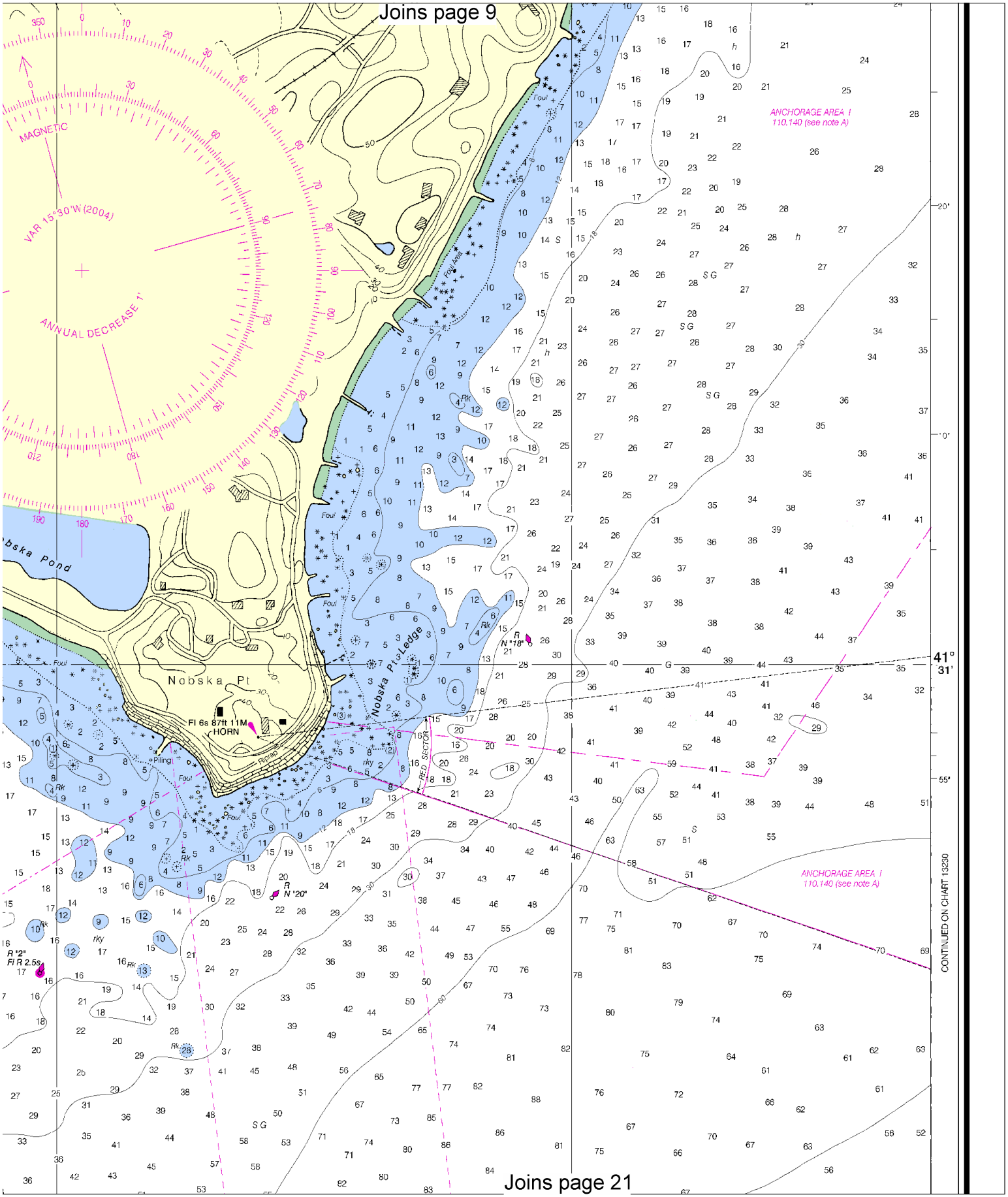
0.5 Nautical Miles

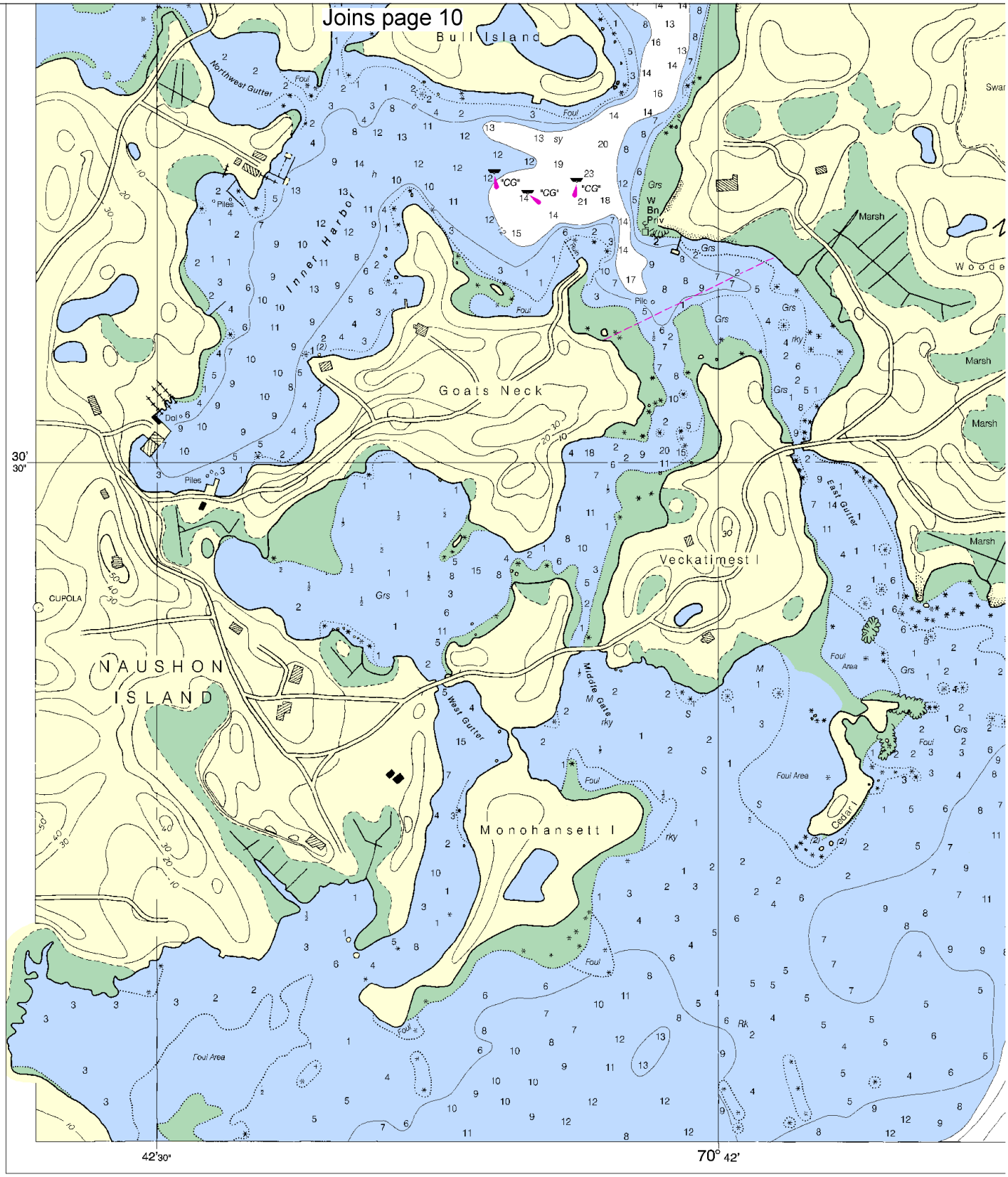
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.


Joins page 9
MAGNETIC
VAR 15°30'W (2004)
ANNUAL DECREASE 1'
ANCHORAGE AREA 1
110.140 (see note A)
Nobska Pond
Nobska Pt
Nobska Pt Ledge
Fl 6s 87ft 11M
HORN
Piling
Foul
Rk
rky
RED SECTOR
R
N °18'
R
N °20'
R "2"
Fl R 2.5s
41°
31'
55'
ANCHORAGE AREA 1
110.140 (see note A)
CONTINUED ON CHART 13230
Joins page 21



6th Ed., Apr. / 04 ■ Corrected through NM Apr. 10/04
Corrected through LNM Mar. 30/04

13235

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FE

16

North

Printed at reduced scale.

SCALE 1:5,000

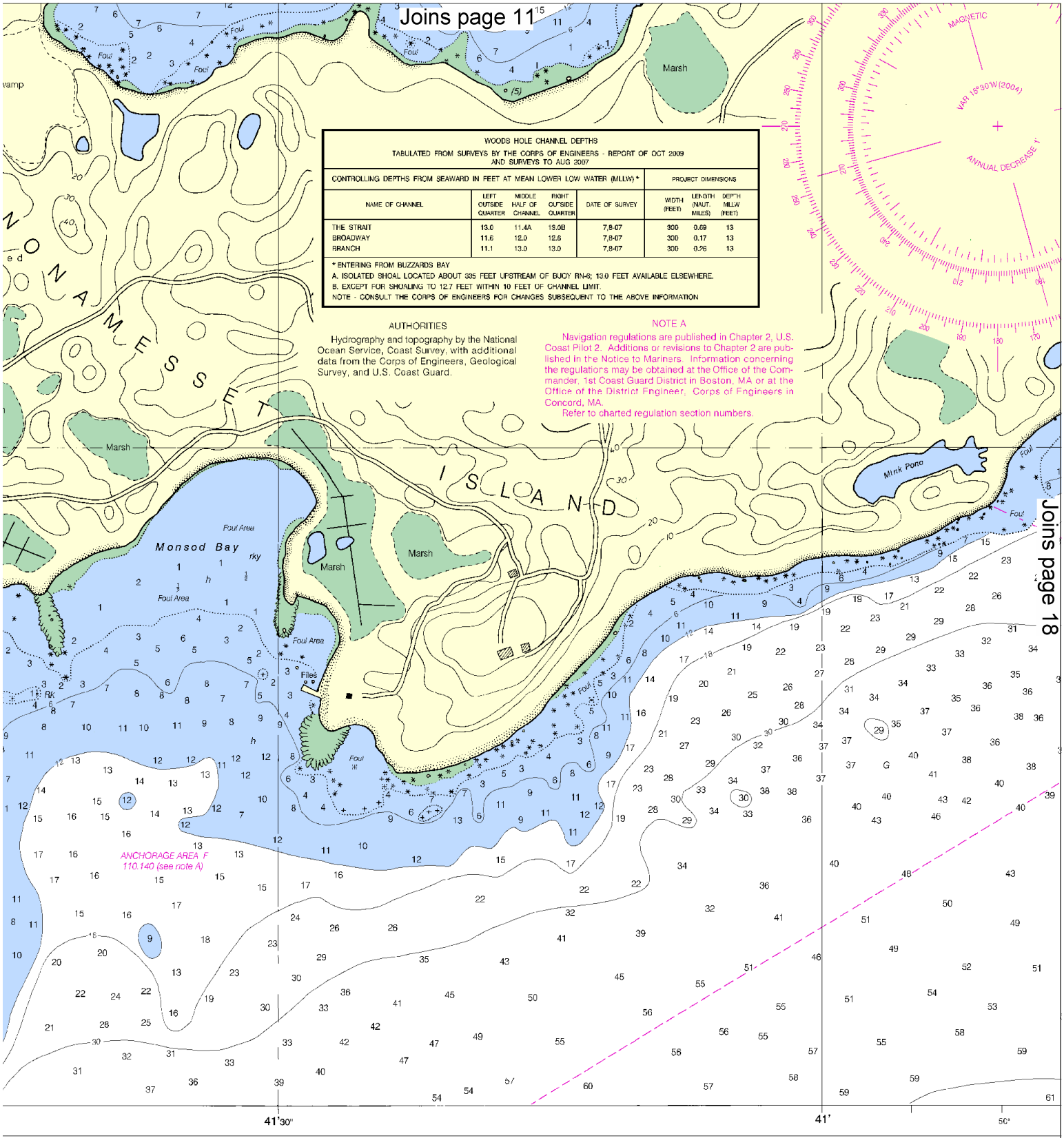
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

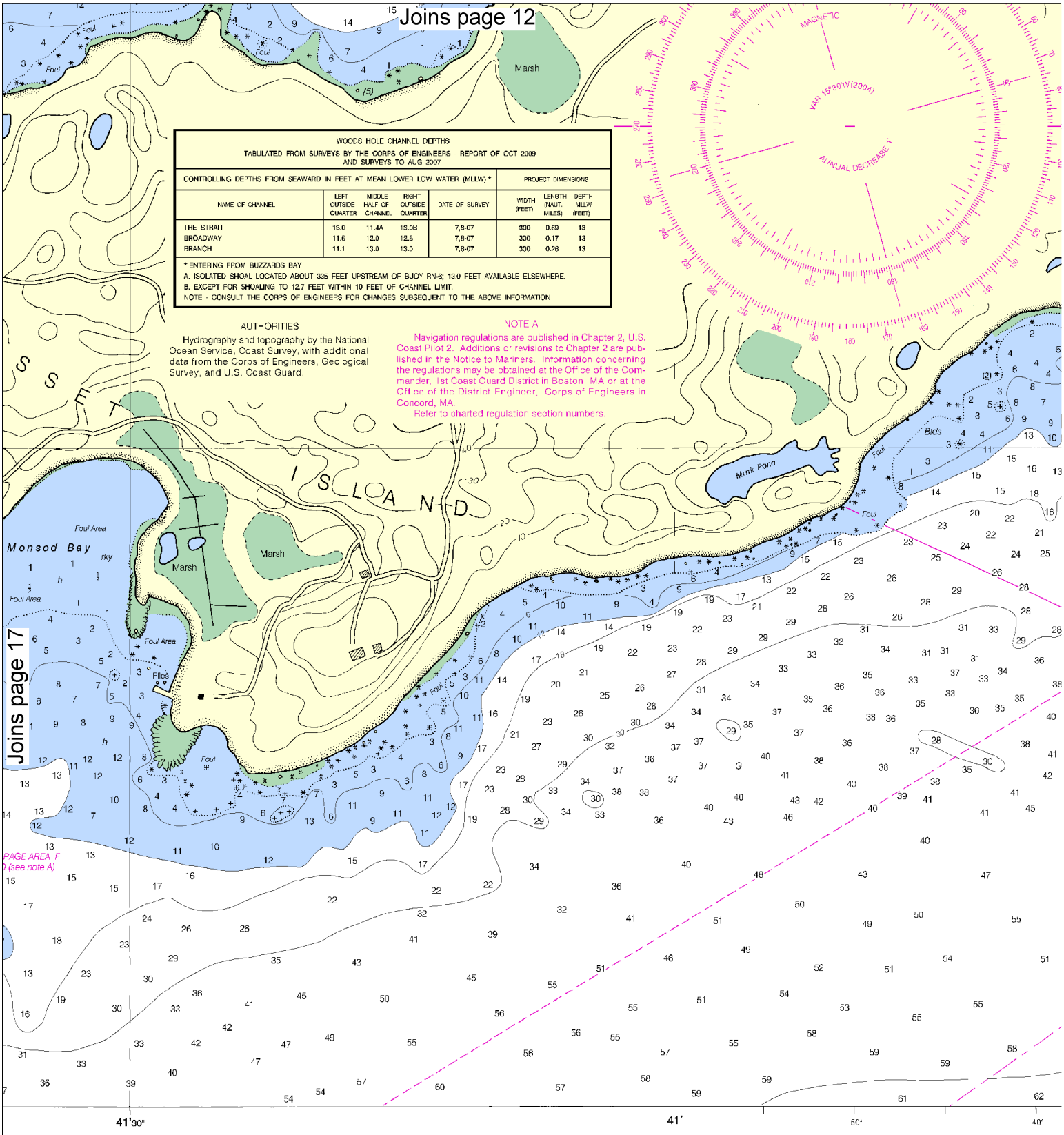
100 0 100 200 300 400 500 600

See Note on page 5.



EET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



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Published at W
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NATIONAL OCEANIC AND AT
NATIONAL O
COAST

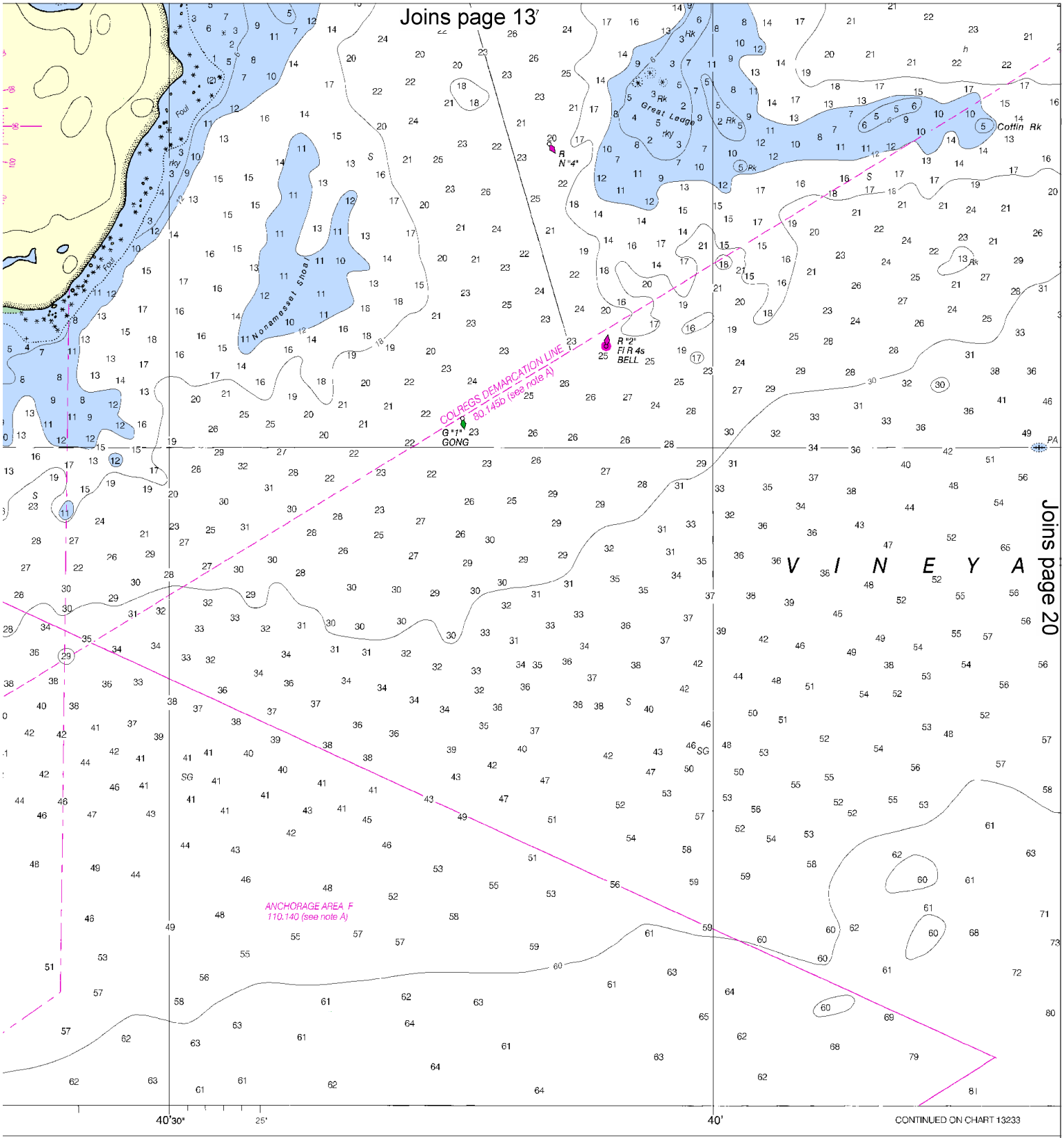
North

Printed at reduced scale. ~~SCALE 1:5,000~~

0 0.1 0.2 0.3 0.4 0.5 Nautical Miles

100 0 100 200 300 400 500 600 Yards

See Note on page 5.



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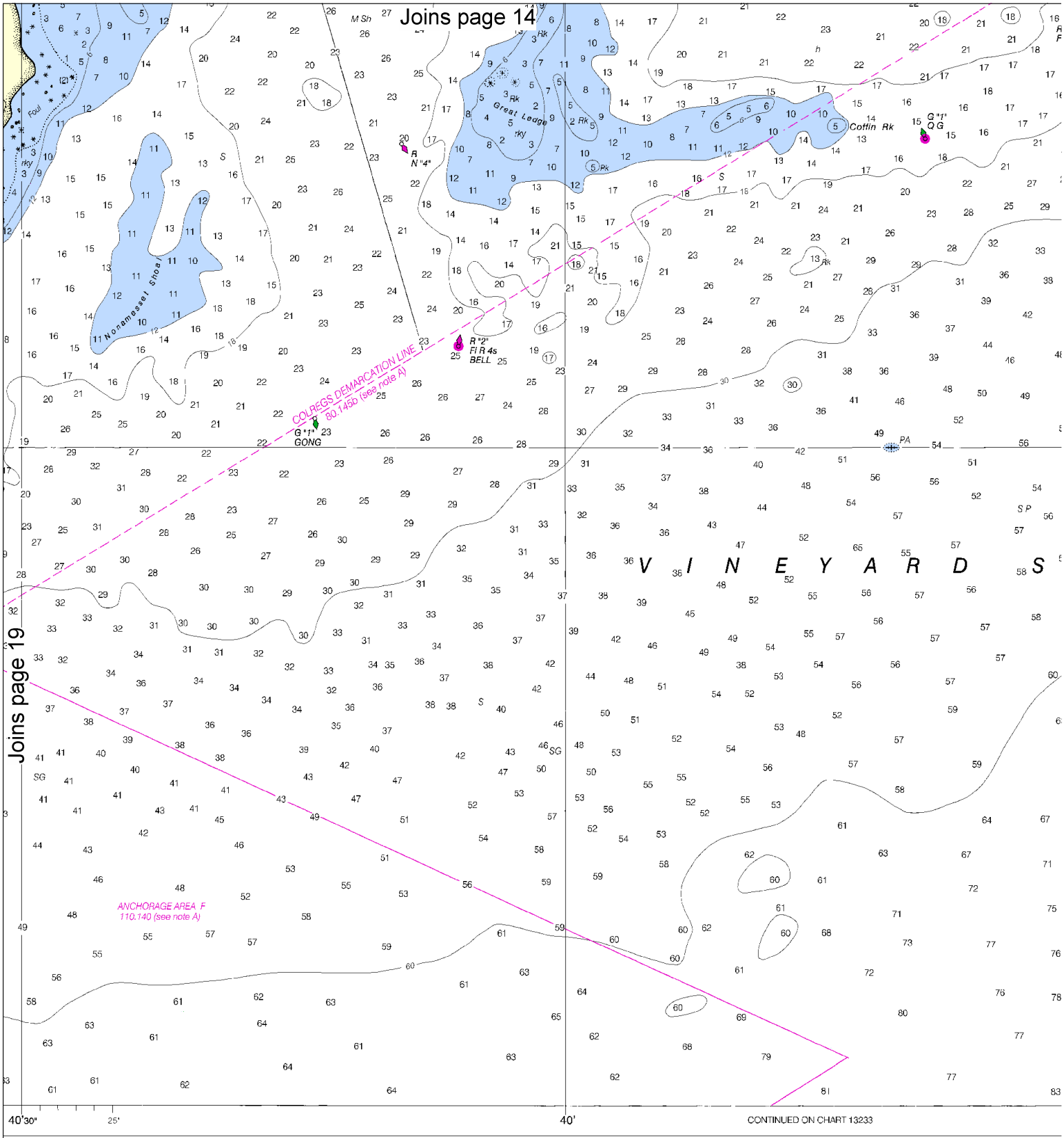

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North

Printed at reduced scale.

SCALE 1:5,000

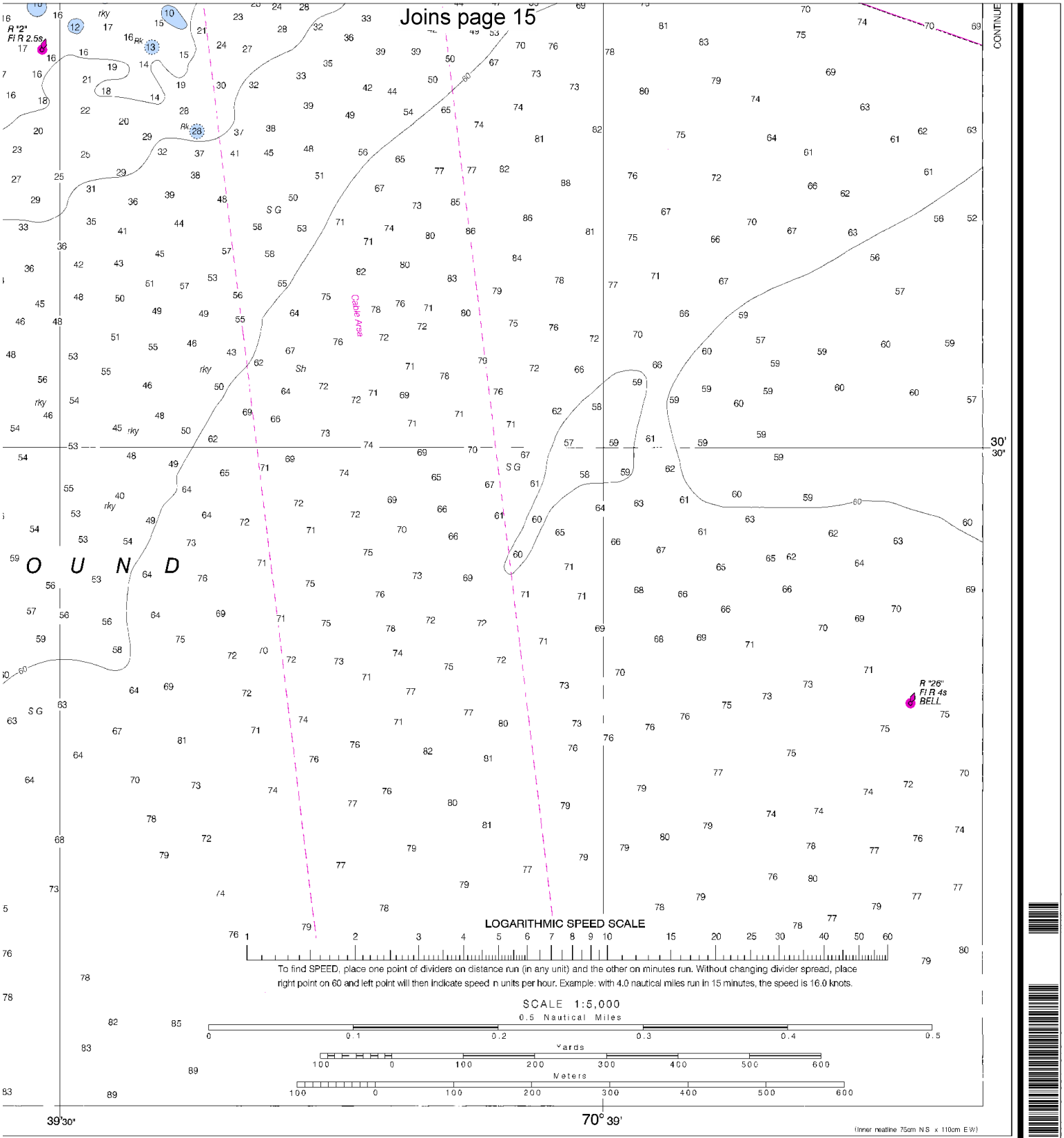
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.



FATHOMS / FEET / METERS

Woods Hole

SOUNDINGS IN FEET - SCALE 1:5,000

13235

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Woods Hole – 800-632-8075/508-457-3254
Coast Guard Woods Hole SAR – 508-548-5151
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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